

1-15. (CANCELED)

16. (NEW) A clutch arrangement in a transmission having two axially and radially adjacent multi-disc clutches (B, E) in which inner discs (23) of a radially inner clutch (E) are situated upon an inner disc carrier (37) and an outer discs (21) of a radially outer clutch (B) are situated upon an outer disc carrier (38), inner discs (22) of said radially outer clutch (B) and outer discs (24) of said radially inner clutch (E) are situated upon a common disc carrier (9), in which the respective inner discs and outer discs of said two clutches (B, E) form axially alternatively disc sets (39, 40) situated side by side, in which with each disc set (39, 40) is associated one actuating piston (10, 17) of servo devices actuatable by pressure medium for axial compression of said disc sets (39, 40), both servo devices being disposed so that both clutches (B, E) is closely actuatable in a same direction (35) and in which said discs (23, 24) of said radially inner disc set (40) can be axially pressed against a guard ring (16) fastened on said common disc carrier (9), wherein said discs (21, 22) of said radially outer disc set (39) can be axially pressed against a contact section (7) of said common disc carrier (9) which consists of one radially outwardly pointing end piece of said common disc carrier (9).

17. (NEW) The clutch arrangement according to claim 16, wherein said common disc carrier (9) is a sheet metal shaped part in which the contact section (7) is an integral part thereof and is formed by a deforming process.

18. (NEW) The clutch arrangement according to claim 16, wherein said disc sets (39, 40) are each axially limited on a side pointing away from said pistons (10, 17) by an end disc (13, 15).

19. (NEW) The clutch arrangement according to claim 16, wherein said guard ring (16) is secured in a receiving groove (14) on said common disc carrier (9).

20. (NEW) The clutch arrangement according to claim 19, wherein said receiving groove (14) consists of radial openings spaced relative to each other and which are peripherally distributed on said common disc carrier (9).

21. (NEW) The clutch arrangement according to claim 20, wherein said openings that form said receiving groove (14) are shaped by material recesses in said common disc carrier (9) through which the sheet metal pieces (20) of said common disc carrier (9) point radially outwardly.

22. (NEW) The clutch arrangement according to claim 21, wherein the section of said clutch discs, particularly of the inner discs (22) of said radially outer clutch,

the same as the radial extension of said embossing (20) is selected so that on the radial outer side of said common disc carrier (9) there is sufficient space for the end disc (13) of said radially outer clutch (B) wholly or partly placed over the area of the material recesses or receiving groove (14).

23. (NEW) The clutch arrangement according to claim 20, wherein said openings that form said receiving groove (14) are cuttngly produced as a circular groove interrupted by tooth gaps.

24. (NEW) The clutch arrangement according to claim 16, wherein said contact section (7) of said common disc carrier (9) is shaped so that the stiffness of the latter is positively influenced.

25. (NEW) The clutch arrangement according to claim 16, wherein said contact section (7) of said common disc carrier (9) has on a side pointing axially to said disc set (39) of said radially outer clutch (B), contact nubs (12) on which abuts said end disc (13) of said disc set (39).

26. (NEW) The clutch arrangement according to claim 16, wherein said contact section (7) of said common disc carrier (9), on a side axially pointing to said disc set (39) of said radially outer clutch (B), has a contact ring.

27. (NEW) The clutch arrangement according to claim 16, wherein said end disc (13) has on a side axially pointing to said contact section (7) of said common disc carrier (9) situated radially beneath said parts are axially overlapped.

28. (NEW) The clutch arrangement according to claim 26, wherein said contact nubs (12) of one of said contact ring or a step (59) are designed so that component parts of said common disc carrier (9) situated radially beneath said parts are axially overlapped.

29. (NEW) The clutch arrangement according to claim 16, wherein the transmission is an automatic transmission.

30. (NEW) The clutch arrangement according to claim 16, wherein the transmission is an automated selector transmission, particularly in the design of a double clutch transmission.